

SECTION II
NAVIGATION PUBLICATIONS

NM 43/03

SAILING DIRECTIONS CORRECTIONS

PUB 125 7 Ed 2003 LAST NM 19/03

Page 15—Line 8/R; insert after:

Depths in the entrance channel over the bar are subject to change due to sedimentation and periodic dredging.

(BA NP 7) 43/03

Page 16—Line 38/L; insert after:

Mariners are advised to be alert to abnormal or hostile activities due to piracy, especially during evening hours.

(BA NP 7) 43/03

PUB 140 2 Ed 2001 LAST NM 42/03

Page 116—Lines 36/L to 19/R; read:

Ship Reporting System

Vessels bound for Israeli ports are required to report the following information through Haifa Coast Radio Station to the Israeli Ministry of Transport (IMOT) when 100 miles off the Israeli coast (50 miles for small craft):

1. Vessel name (and previous name).
2. Call sign.
3. Flag and port of registry.
4. IMO number.
5. MMSI.
6. Satellite telephone number.
7. Year when vessel was built.
8. Deadweight tonnage.
9. Vessel type and cargo on board.
10. Number of crew/passengers.
11. Agent's name, address, and telephone number.
12. Last port/previous port and date of departure.
13. Destination.
14. Present position, course, and speed.
15. ETA.

16. Crew list, including name, rank, nationality, residence (country and city), age, seniority in company, and date of signing-on.

Vessels which do not report according to the above IMOT procedures will not be allowed to enter any Israeli port.

All vessels shall contact the Israeli navy on VHF channel 16 when 25 miles off the coast. The report shall include the following information:

1. Vessel's name and call sign.
2. Present position, course, and speed.
3. ETA.

Note.—This contact with the Israeli navy is not a substitute for the required report sent through Haifa Coast Radio Station.

(BA NM 39/03, Section VI) 43/03

PUB 148 7 Ed 2001 LAST NM 42/03

Page 8—Line 49/L; insert after:

Gas Platform Hibiscus (11°08'N., 61°40'W.) is lighted with a racon and is situated about 25 miles NW of Chupara Point and about 24 miles N of Entrada Point. A submarine

pipeline extends S from the platform to shore passing between Monos Island and Entrada Point across the Gulf of Paria and ashore near Point Fortin, as seen on the chart.

(BA NP 7A, Supp. 8/03) 43/03

PUB 153 9 Ed 2000 LAST NM 40/03

Page 49—Line 54/L; read:

of 15m alongside

(BA NP 8) 43/03

Page 49—Lines 5 to 7/R; read:

long and has a depth of 12m alongside, the E berth is 236m long and has depths of 5.8 to 10.8m alongside, and the W berth is 216m long and has depths of 5 to 10m alongside. Mooring buoys are situated within 120m of the head of the wharf.

(BA NP 8) 43/03

Page 50—Line 5/L; insert after:

A stadium lies on the coast 0.5 mile N of San Pedrito. A large power plant lies 1.5 miles S of Manzanillo.

(BA NP 8) 43/03

Page 51—Line 8/R; insert after:

Caution.—Depths off the delta are irregular due to the shifting of sand and mud from the river.

(BA NP 8) 43/03

Page 61—Lines 15 to 16/R; read:

has a depth of 5.6m alongside its outer end. The port can handle vessels up to 200m in length and a draft of 11m.

(BA NP 8) 43/03

Page 62—Line 41/R; insert after:

Three conspicuous white tanks line the front of the port.

(BA NP 8) 43/03

Page 65—Line 40/L; insert after:

Conchagua Volcano, a distinctive double-peak summit, lies 3 miles S of the port. El Pinal, 1,225m high, is covered with trees and slopes gradually. The lower summit is covered in grass and is the true crater of the inactive volcano.

(BA NP 8) 43/03

PUB 160 2 Ed 2002 LAST NM 41/03

Page 114—Line 41/R to Page 115—Line 14/L; read:

Ship Reporting System

Vessels bound for Israeli ports are required to report the following information through Haifa Coast Radio Station to the Israeli Ministry of Transport (IMOT) when 100 miles off the Israeli coast (50 miles for small craft):

1. Vessel name (and previous name).
2. Call sign.
3. Flag and port of registry.

PUB 160 (Continued)

4. IMO number.
5. MMSI.
6. Satellite telephone number.
7. Year when vessel was built.
8. Deadweight tonnage.
9. Vessel type and cargo on board.
10. Number of crew/passengers.
11. Agent's name, address, and telephone number.
12. Last port/previous port and date of departure.
13. Destination.
14. Present position, course, and speed.
15. ETA.

16. Crew list, including name, rank, nationality, residence (country and city), age, seniority in company, and date of signing-on.

Vessels which do not report according to the above IMOT procedures will not be allowed to enter any Israeli port.

All vessels shall contact the Israeli navy on VHF channel 16 when 25 miles off the coast. The report shall include the following information:

1. Vessel's name and call sign.
2. Present position, course, and speed.
3. ETA.

Note.—This contact with the Israeli navy is not a substitute for the required report sent through Haifa Coast Radio Station.

(BA NM 39/03, Section VI)

43/03

PUB 163 **8 Ed 2002** **LAST NM 41/03**
Page 95—Lines 16/L to 55/R; read:

4.11 The coast between Tanjung Pujut and Tanjung Sekong is high and broken by steep points. Gosong Jawa (Java Rif), a small coral patch with a depth of 8.8m, lies about 0.6 mile offshore, W of Tanjung Sekong. Ripples appear when the current is running at a rate of 1 to 2 knots; at times it is marked by discoloration.

Merak Mas Terminal (5°55.4'S., 105°59.6'E.) is a new multipurpose terminal located 0.5 mile N of Merak. Merak Mas Terminal is U-shaped and has three berths, with a charted depth of 11m in the basin.

Pilotage is available 24 hours. The pilot boards approximately 1 mile W of Tamposo Island.

Anchorage, protected from NE through SSW winds, can be taken about 0.75 mile NW of the Tamposo Island, in a depth of 35m, mud and sand. Good holding characteristics are reported here.

Merak Petroleum Base (5°55'S., 106°00'E.) is situated on Tanjung Sekong. The new terminal is used for the import of bulk ores. Equipment for offshore oil installations are fabricated here. In addition, small tankers and LPG carriers also use the base.

Vessels up to 2,000 dwt, 91.4m in length, and 4.5m draft, can berth alongside two small jetties. The jetties have a depth of 5.5m alongside. Two mooring buoys, which can handle vessels up to 20,000 dwt, are located in the bay S of Merak.

Pilotage is available from Merak.

Anchorage off the jetty, sheltered from NE to SSW, but otherwise exposed, can be obtained 0.4 mile NW of the jetty,

in a depth of 36m, with good holding ground. Tidal currents in the anchorage run NE and SW up to 2 knots.

Pulau Merak (Merak Besar) (5°56'S., 105°59'E.), a wooded island, 66m high, lying a little less than 1.3 miles SSW of Tanjung Sekong, is fringed by a narrow coral reef which is steep-to on its NW side.

Pulau Merak Kecil (5°56'S., 106°00'E.), 0.45 mile SE of Pulau Merak and 0.15 mile offshore, is a low islet.

4.12 Tarembu (5°56.2'S., 105°59.5'E.), a rock with a depth of 1.1m, lies in the middle of the W side of the extensive reef, with depths of less than 10m, lying between Pulau Merak and Pulau Merak Kecil. A 4.9m patch lies on this reef 0.1 mile NNE of Tarembu. A shoal, with a depth of 5.5m, sand and stones, lies close NE of Tarembu.

A dangerous wreck lies 0.15 mile NE of Tarembu.

Vessels may enter the roadstead from the S passing W of Pulau Merak Kecil and then to either side of Tarembu; the E channel has a depth of 10.6m while the W channel has a depth of 10.8m.

The E channel is marked by lighted buoys and a beacon; these buoys are reported unreliable.

The W channel is marked by a lighted beacon. The current in the strait is usually S, at a maximum rate of 2 knots

The entrance to the roadstead, N of Pulau Merak, is narrowed by a bank which extends 137m from that island; there is a 7.9m patch mid-channel.

The roadstead, in addition to offering shelter because of Pulau Merak and the breakwater-like reefs adjacent to Tarembu, affords the only sheltered anchorage on the W coast of Jawa. It is comparatively free of swells, and the maximum rate of tidal currents is about 2 knots.

4.13 Merak (Tanjung Sekong) (5°56'S., 106°00'E.) (World Port Index No. 50935) is a village with a small harbor located E of Pulau Merak. A Pertamina terminal is located here in addition to a ferry terminal. There is a coastal radio station situated at the village.

Depths—Limitations.—A concrete quay, 118m in length, affords alongside berthing to vessels with a draft of less than 4.3m. Mooring buoys situated 500m SE of the ferry quay can handle vessels up to 6,000 dwt, 90m in length and 7m draft. This berth is used to load liquefied chemicals from tanks near the pier.

Pilotage.—Both good weather and bad weather boarding areas have been designated for vessels mooring at the Pertamina terminal in Merak. During good weather, the pilot boards 1.5 miles NNE of Pulau Ular in position 5°59.5'S, 105°55.5'E. During bad weather, the pilot boards inshore of Brouwers Sand in position 5°58.5'S, 105°58.5'E.

Caution.—Brouwers Sand is a formation of hard sand extending about 3 miles in a SW direction, parallel to the coast from a position about 0.5 mile SW of the S extremity of Pulau Merak. The least depth over this shoal, 4.8m, is near the NE extremity.

Pulau Ular (6°00'S., 105°56'E.) is a steep-to rock, lying about 5.75 miles SW of the S extremity of Pulau Merak. A shoal patch of 10.1m, lies 0.75 mile NE of Pulau Ular. A light is shown from the island.

PUB 163 (Continued)

4.14 Cigading (6°01'S., 105°57'E.) (World Port Index No. 50925) is a port for the import of bulk iron ore, situated on the W coast of Jawa, 1.75 miles E of Pulau Ular.

Cigading Port Authority

http://www.cigadingport.com

Depths—Limitations.—A T-headed concrete jetty projects 300m from the shore, with the T-head orientated NE-SW. It is equipped with a conveyor for bulk handling of ore. The main berthing face on seaward side of the T-head is 570m in length, with a depth alongside of 14m. On the inside of the NE end of the T-head, there is a berth with a length of 200m and a depth of 12m alongside. Three shore cranes are available. Vessels can use their own equipment for loading and unloading.

Vessels up to 90,000 dwt, with a maximum length of 160m and a maximum draft of 11.5m, can be accommodated.

A berth, 85m long, is situated on the SW side of the arm, which joins the SW end of the main wharf. A 250m extension of the berth, in a NE direction, was reported to be completed.

A tanker berth, with a depth of approximately 18m, for tankers up to 220m in length, lies offshore 1.75 miles NE of the jetty. A vessel is secured, using tugs, between four mooring buoys (bow NE) and pipelines are connected to the shore from its starboard side.

Pilotage.—Assistance in berthing may be requested from the harbormaster at Pulau Merak, 5 miles NNE. Berthing is only possible by day but unberthing is by day or night. At the tanker berth, berthing and unberthing is arranged during daylight only. The ETA of a vessel, its draft, and any special requirements for discharging cargo should be communicated 48 hours in advance.

(BA NM 32/03, Section VI)

43/03

PUB 172 **9 Ed 2001** **LAST NM 40/03**
Page 172—Lines 30 to 47/R; read:

Pilotage.—Pilotage is compulsory for vessels over 200 nrt and is available 24 hours. Pilots may be contacted by VHF and board about 3 miles E of head of the E breakwater.

Vessels should send an ETA message 48 hours, 36 hours, and 24 hours in advance through the agent or by e-mail (e-mail address: mktg@salalahport.oman)/fax. The port should also be contacted directly on VHF channel 16 or 12 when 3 to 4 hours from arrival. The first message should include the vessel's length, draft, nrt, grt, cargo distribution details, last port of call, next port of call, and the vessel's name, flag, and port of registry. Pilotage can be provided with 1 hour notice.

All inbound vessels should contact the port on VHF channel 16 or 2182 kHz when within range. All vessels in the port should maintain a continuous listening watch on VHF channels 12 and 16.

Regulations.—Vessels 70m long and over carrying bulk hazardous cargo are required to use two tugs when berthing and unberthing.

Ship-to-ship operations may only be conducted in Anchorage C. Berthing is allowed during daylight hours only. Unberthing may be done at any time. Pilotage and the use of a tug are required when the maneuvering vessel in a ship-to-ship berthing/unberthing operation is 170m long or greater and is without operational bow thrusters.

Operations are suspended during the monsoon season and when any of the following conditions exist:

1. Wind speed of 25 knots or more.
2. Swells of 1.5m or more.
3. Visibility of 500m or less.

Vessels unable to communicate by voice in clear English or Arabic will not be allowed to enter the port and will remain at anchorage until suitable voice communications arrangements are made by the owner or agent.

Anchorage.—Designated anchorage areas, best be seen on the chart, have been established SE of Mina Raysut. They are used, as follows:

1. Area A—Vessels waiting for a berth.
2. Area B—Vessels requiring offshore services.
3. Area C—Vessels requiring bunkering or ship-to-ship services.

The bottom in these anchorages is sandy.

Caution.—It is reported (1997) that wave recorder buoys are often moored within 1.5 miles SE of the E breakwater head.

A prohibited area, into which entry is prohibited and which is best seen on the chart, lies NE of Mina Raysut, on the N side of Bandar Raysut.

(PUBS 017-03; BA NP 286(3);

US NM 18/02, Section II)

43/03

PUB 174 **8 Ed 2000** **LAST NM 41/03**
Page 146—Lines 19 to 25/R; read:

All VHF traffic is to be conducted on VHF channel 21 and vessels will keep a continuous watch on this channel when entering, leaving, transiting, or when anchoring in the traffic information area. The reserve channel is VHF channel 13. In the event that VHF channel 21 is inoperative, vessels shall check with Port Operations Control Center on VHF channel 12 for instructions.

(4(65)03 Singapore)

43/03

PUB 175 **7 Ed 2001** **LAST NM 38/03**
Page 20—Lines 50 to 60/L; read:

Directions.—Preferred routes lead into Melville Bay and can best be seen on the chart. Deep draft vessels pass to the N of Bremer Island and shallow draft vessels may pass to the S.

(17(555)03 Wollongong)

43/03

PUB 192 **8 Ed 2003** **LAST NM 42/03**
Page 57—Line 26/R; read:

draft can be accommodated at springs (3.4m draft at neaps) alongside these river berths, but

(BA NP 54)

43/03

PUB 192 (Continued)

Page 57—Line 29/R; read:

Aspect.—The fairway in Bull Dog Channel is marked by
(BA NP 54) 43/03

Page 58—Line 1/L; read:

Directions.—It is reported (2003) that Bull Dog Channel,
(BA NP 54) 43/03

Page 58—Lines 8 to 9/L; read:

Teetotal Channel, lying W of Bull Dog Channel, and Coke
Hole Channel, lying E of Bull Dog Channel, are
(BA NP 54) 43/03

Page 61—Lines 58 to 59/L; read:

Conspicuous landmarks at Great Yarmouth include the
two frame-
(BA NM 14/03) 43/03

Page 108—Line 27/L; read

in the vicinity of this light platform.

It is reported (2003) that a lighted radar tower, equipped
with a racon, stands about 7 miles S of West Hinder Light, at
the SE side of Dyck Oriental (Oost Dyck).
(Belg NM 2/03) 43/03

PUB 195 7 Ed 2002 LAST NM 41/03

Page 8—Lines 49 to 50/L; read:

Aspect.—The traffic lanes and separation zones of the
TSS in the approaches to the port are marked by lighted
buoys and indicated by lighted ranges and sector lights,
which may best be
(NIMA) 43/03

Page 8—Lines 3 to 17/R; read:

Pilotage.—Pilotage is compulsory for all vessels, except
Estonian vessels of 300 grt and less, in Tallinn Bay, Kopli
Bay, and Muuga Bay. Requests for pilotage must be sent
through the agent 24 hours in advance to the Traffic Control
Service (TCS). Confirmation messages must be sent 6 hours
and 2 hours prior to arrival at the pilot boarding place.

Vessels must send a report through Tallinn Coast Radio
Station or the agent to the TCS 72 hours and 24 hours in ad-
vance of arrival. The report must include the ETA, draft (fore
and aft), and purpose of port call. Permission must be re-
ceived from the TCS before vessels can enter, leave, or shift
berth in the port area.

Pilots should be contacted by VHF through the TCS
(Tallinn on VHF channel 13 and Muuga on VHF channel 67)
and board, as follows:

1. Facilities in Tallinn Bay—1 mile NW of Tallinn
No. 1 Lighted Buoy (59°37'N., 24°40'E.) or 0.5 mile S of
Suurupi No. 2 Lighted Buoy (59°30'N., 24°33'E.).
2. Facilities in Kopli Bay—0.5 mile S of Suurupi No.
2 Lighted Buoy (59°30'N., 24°33'E.).
3. Port of Muuga—Vessels from NW are boarded 3
miles NE of Tallinn No. 1 Lighted Buoy and vessels from

NE are boarded about 3 miles NNE of Aksi Saar
(59°36'N., 25°06'E.).
(BA NP 286) 43/03

Page 8—Lines 27 to 51/R; read:

TCS before entering this TSS.

A mandatory Vessel Traffic Service (VTS) system oper-
ates in the approaches to Tallinn Bay, Kopli Bay, and Muuga
Bay. This system applies to all vessels navigating within the
VTS area, which is bordered by a line connecting the fol-
lowing points:

1. Ninamaa (59°28'N., 24°22'E.).
2. Position 59°30'N, 24°15'E.
3. Position 59°40'N, 24°30'E.
4. Tallinna (Madal) Light (59°43'N., 24°44'E.).
5. Keri Light (59°50'N., 25°02'E.).
6. Position 59°41.9'N, 25°12.3'E.
7. Rammu Saar (Loodo Ots) (59°35'N., 25°12'E.).
8. Ihasalu Nina (Uitru Spit) (59°32'N., 25°09'E.).

All vessels must send a report to Tallinn VTS (VHF chan-
nel 13) 30 minutes prior to arriving at the VTS area. The re-
port must include the vessel's name, call sign or IMO num-
ber, position, port of destination, ETA at pilot boarding
place, and draft.

All inbound and outbound vessels must then report to
Tallinn VTS when entering the VTS area and when passing
abeam of the following Reporting Points:

1. Tallinn Bay.
 - a. Pikasaare Ots Light (59°36'N., 24°31'E.).
 - b. Tallinn No. 1 Lighted Buoy (59°37'N., 24°40'E.).
 - c. Suurupi No. 2 Lighted Buoy (59°30'N., 24°33'E.).
2. Muuga Bay.
 - a. Aegna Lighted Beacon (59°36'N., 24°44'E.).
 - b. Aksi Saar (59°36'N., 25°06'E.).

Vessels must also report marine casualties and pollution
incidents to Tallinn VTS.

Vessels requiring icebreaker assistance should report,
either directly to the harbormaster or through the agent, their
ETA at the meridian of Ristna Light (58°56.3'N., 22°03.3'E.)
24 hours

(BA NP 286)

43/03

Page 9—Line 10/L; read:

N and W approaches of Tallinn Reid. The TSS, which forms
the approach route from N, is entered about 2.5 miles SW of
Tallinn Light (59°43'N., 24°44'E.). It extends S for about 4
miles toward Tallinn No. 1 Lighted Buoy (59°37'N.,
24°40'E.). The inbound traffic lane lies on the W side of the
separation zone.

The TSS, which forms the approach route from NW, is
entered about 2 miles N of Pikasaare Ots Light (59°36'N.,
24°31'E.). It extends ESE for about 4 miles toward Tallinn
No. 1 Lighted Buoy. The inbound traffic lane lies on the S
side of the separation zone.

From the vicinity of Tallinn No. 1 Lighted Buoy, a TSS
extends SSE for about 7 miles and forms the main entrance
route. The inbound traffic lane lies on the W side of the sepa-
ration zone.

PUB 195 (Continued)

Tallinn may also be approached from W. The TSS, forming the route from W, is entered about 2.5 miles NW of Suurupi Light (59°28'N., 24°23'E.). It extends E for 7 miles, ENE for 5 miles, and then joins the main entrance TSS. The inbound traffic lane lies on the S side of the separation zone and passes S of Vahemadal Shoal (59°31'N., 24°40'E.). The outbound lane passes N of Vahemadal Shoal and lies on the N side of the separation zone.

(BA NP 20) 43/03

Page 10—Lines 21 to 25/L; read:

A mandatory Vessel Traffic Service (VTS) system operates in the approaches to Tallinn Bay, Kopli Bay, and Muuga Bay. For further information, see Regulations under Tallinn (paragraph 1.9).

(NIMA) 43/03

COAST PILOT CORRECTIONS

COAST PILOT 2 32 Ed 2003 Change No. 24
LAST NM 42/03

Page 52—Paragraph 84; read:

41°22'52"N., 70°30'12"W.; thence ...
 (33 CFR 110) 43/03

Page 57—Paragraph 274; read:

40°29'36.0"N., 74°16'09.2"W.
 (33 CFR 110) 43/03

Page 141—Paragraph 2421, line 7; read:

be necessary to remove the vessel to a safe locality.

(m) [Reserved]
 (33 CFR 207) 43/03

COAST PILOT 3 36 Ed 2003 Change No. 16
LAST NM 42/03

Page 277—Paragraph 34, line 1; read:

York Spit Light (37°12'35"N., 76°15'15"W.), 30 feet ...
 (25/03 CG5; LL/03) 43/03

Page 345—Paragraph 272, line 7; read:

above Buoy 5, thence 6 feet to the basin, thence 6 feet ...
 (23/03 CG5; LL/03) 43/03